



Venice of America

CITY OF
FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, May 25, 2006, 1:30 p.m.

<u>Board Members</u>	<u>Present/Absent</u>	Cumulative Attendance 1/06 – 12/06	
		<u>Present</u>	<u>Absent</u>
1 William Aston	P	4	0
2 Bunney Brenneman, Chair	P	4	0
3 Robert Iversen	A	2	2
4 Cynthia McDonald	P	3	1
5 John McKaye	P	4	0
6 John Milledge	A	2	2
7 Bernie Petreccia, Vice Chair	A	3	1
8 Christopher Pollock	P	2	2
9 Joseph Scerbo	P	4	0
10 Steve Stella	A	1	3
11 Sharon Woods	P	4	0

Airport/City Staff

Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Florence Deardorff, Airport Operations Aide
Rufus A. James, Airport Operations Aide
Fernando Blanco, Acting Airport Engineer
Marcin Jakimowski, Airport Management Intern

Visitors

Ted Baldwin, Harris Miller Miller and Hanson
Sheryl Dickey, Dickey Consulting
Joan Kuntz, Sheltair
Michael Natale, Southwest Coalition
Iggy Gangi, County Commissioner Ilene Lieberman's Office



Boris Posadas, Broward County Aviation Department
Allan Siegel, Broward County Aviation Department
Larry Coleman, Leigh Fisher Associates
Eric Bernhardt, Leigh Fisher Associates
Winston Cannicle, Broward County Aviation Department
T. Payne, Zebersky & Payne LLP
Andy Berns, City of Tamarac
Norman Greenough, Sheltair
Vicki Minard, Assistant City Attorney
Don Campion, Banyan Air Service
Cindy Caird, Fort Lauderdale resident

The meeting was called to order at 1:30 p.m. by Chair Brenneman and roll was taken.

Chair Brenneman introduced Mr. Ted Baldwin from Harris Miller Miller and Hanson and Andy Berns from the City of Tamarac. Mr. Berns explained that he was the Economic Development Officer in the City of Tamarac. Mr. Berns said he reported directly to the Tamarac City Manager and would attend the AAB meetings from now on. Mr. Berns felt that the City Manager was trying to strengthen the relationship between the City and the Airport.

1. Approve Minutes of April 2006 Meeting

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the minutes of the April 20, 2006 meeting. In a voice vote, the motion passed unanimously.

**2. Presentation: FLL Master Plan Process Update
Dickey Consulting Services, Inc./Leigh Fisher Associates
[This item was taken out of order]**

Mr. Larry Coleman, Leigh Fisher Associates, explained that the Phase 1 Report was completed in February; today he would present an overview of Phase 1 and a preview of Phase 2.

Mr. Coleman described the existing facilities:

- 3 Runways
- 57 Air Carrier Gates
- 11,500 Structured Parking Spaces
- In 2005: 11.2 Million Enplanements
- 330,000 Aircraft Operations
- Growth Forecast:
 - Using FAA Forecasts
 - 1990 – 2005 – 6% Annual Growth Rate

- Projected 2020 – 3.8% Annual Growth Rate
- Operations Forecast:
 - Historical and Forecast Rates Consistent: 2.3 – 2.4%
- Masterplan
 - Phase 1
 - Evaluate facility needs based on 10-year and 20-year growth projections
 - Identify alternative development scenarios
 - Consider cost, affordability, environmental impacts
 - Phase 2
 - Consider Phase 1 findings and input
 - Refine development concepts from Phase 1
 - Balance against cost and affordability considerations
 - Present for decision and implementation
- Baseline Assumptions
 - South Runway Extension
 - Concourse A
 - Exit Runway Improvements, International Gate Development
 - Forecast Traffic
- Other Factors
 - Existing Interlocal Agreements and DRI Approvals
 - Other County-Approved Projects
 - Compatibility with airfield alternatives being considered in South Runway EIS Process
- Core Facility Development Plans
 - Next 10 Years
 - Extension of existing facilities [lower cost approach]
 - Provisions to accommodate growth and preserve options for further development [greater cost- higher level of service]
 - Near-Term Plan
 - 1A
 - Accommodate projected 10-yr traffic levels
 - Seek to maintain low costs
 - 75-80 Gates with:
 - New concourse A
 - Extension of Terminal 3 Concourses
 - Redevelopment of Terminal 4 Site as International Terminal
 - New Parking at intermodal center site
 - 1B
 - 1A Improvements Except:
 - Redevelopment of Terminal 4 Site as Domestic Terminal

- 2A
 - Development preserves options for development to 2020 and beyond
 - 75-80 Gates with:
 - New Concourse A
 - Redevelopment and Extension of terminal 3
 - Redevelopment of Terminal 4 Site as International Terminal
 - Redevelopment of Palm Garage and additional roadway capacity to support improvements at Terminal 3 site
 - New Parking at intermodal site
- 2B
 - 2A Improvements Except:
 - Redevelopment of Terminal 4 Site as Domestic Terminal
- Long Term Plan
 - 2A
 - Provides for Incremental Development of 90+ Gates
 - Links Terminal Complex – more curb area for passenger drop off
 - International Gates at Terminal 4
 - Airside APM into Midfield Terminal Complex
 - Automated People Mover connecting Intermodal site to Terminals
 - Land Acquisition east of Airport to accommodate additional parking and Airport to Seaport APM
 - 2B
 - 2A Except:
 - Centralized International Gates on West side
 - 2C
 - Provides for Incremental Development of 90+ Gates
 - Centralize passenger processing facilities by redeveloping Palm Garage
 - Centralizes International Gates
 - Links Terminal Complex – more curb area for passenger drop off
 - Automated People Mover connecting Intermodal site to Terminals
 - Land Acquisition east of Airport to accommodate additional parking and Airport to Seaport APM
- West Side Land Use
 - Existing West-side land use plan is inconsistent with long-term plans
 - Replacing Crosswind Runway adds 20 acres of developable land

- Overall, 130 acres would be available for development on West Side
 - Proposed West Side Development Plan consolidates complimentary land uses
- Factors Affecting Affordability
 - Core considerations
 - Pre-existing cost structure and debt outstanding
 - Willingness to charge users for cost of facilities
 - Cost and Scale of proposed projects
 - Potential of realizing a PFC rate level increase through Congress
 - Basic Choices
 - Sustainability of "low cost" status
 - Priorities for use of County's PFCs
 - Business relationship with airline tenants
 - Quality of facilities, levels of service, amenities for customers
- Summary of Phase 1 Findings:
 - Options available that will preserve options for follow-on development
 - A 10-Year "Near Term" program would increase gate count from 57 – 79
 - A 20-year "Long Term" program would increase gate count to 90+
 - County had capacity to finance improvements to accommodate forecast demand while maintaining reasonable user costs
- Anticipated Schedule for Phase 2
 - Continue Stakeholder input process through 3rd Quarter
 - Public Workshop in 3rd quarter
 - County Commission deliberated Master Plan update in 4th Quarter
 - Board selects preferred Development Plan in 1st Quarter 2007

Mr. Coleman explained to Mr. Pollock that the national average per-passenger cost was \$8; FLL's per-passenger cost was approximately \$4; Miami was approximately \$12. Mr. Coleman felt that the recent decrease in traffic was a temporary blip and forecasts would not change. Mr. Coleman thought the environmental impact study would be presented to the County Commission concurrently with the other information.

Mr. Scerbo asked if they had considered the problems arising from having a single bridge to load one door with the new, larger Airbus planes. Mr. Scerbo advocated mobile lounges and maintaining a small core. Mr. Coleman felt that the A-380 was a candidate for Miami, not FLL. He thought FLL would see 777-family and narrow body aircraft. He stated that the history was mixed on the mobile lounges; they felt the midfield terminal was a compromise approach.

Mr. Aston asked if they were confident with the FAA growth projection; Mr. Coleman said all the consultants were using the FAA projection and were comfortable with it.

Part 150 Study Update

Mr. Eric Bernhardt, Leigh Fisher Associates, gave an update on the Part 150 Study.

- Part 150 Overview
 - FAR Part 150 sets standards for noise-compatibility planning
 - Procedures to minimize noise exposure
 - Procedures to mitigate impacts
 - 2 Components:
 - Noise exposure maps
 - Noise compatibility program
 - Documents measures that would mediate impacts
 - Typically undertaken to qualify for federal funds to cover mitigation costs
 - Enlist FAA participation for implementing the recommendations
 - Broward County will prepare a two-part plan
 - Regular Part 150 Study
 - Mitigation beyond the federal standard, to be included in a separate document
 - Original Part 150 Study – approved in 1989
 - Update approved in 1995
 - Update provides framework for abating noise and promoting land use compatibility
 - Since 1985, noise exposure reduced 80% in Fort Lauderdale environs
 - Contours have shrunk significantly on south, north and west sides of FLL
 - Problems:
 - Aviation activity growing rapidly in residential environment
 - Public perception of potential growth is greater than forecast
 - Fear of decrease in property values
 - Uncertainty about airport growth and mitigation
 - Unique mitigation challenges for Broward county
 - BOCC goal to mitigate beyond FAA standards [below 65 DNL]
 - Limitation of Part 150 and FAA funding to areas inside the 65 DNL contour

- Short supply of affordable housing in Broward County – diminishing supply of mobile home parks
 - Large number of mobile home parks west of FLL – unfeasible to sound insulate
 - Adjacent neighborhoods with scarce amenities
- Baseline 2004 Noise Exposure contours
 - Inside the 65 DNL: 213 residents
 - Inside the 60 DNL: 6,814 residents
 - Mostly west of the airport in Dade, north in Fort Lauderdale and southwest in Dania Beach
- Issues and Opportunities
 - Interviews with Airport Advisory Board Representatives and ANAC personnel
 - Issues are diverse and municipality-specific
 - Community accepts FLL as the region's economic engine
 - Expectations regarding Interlocal Agreements / Development Orders
 - Want enforcement/progress reporting of final program
 - Positive reaction to program elements and expectations on noise abatement
 - Primary Issues:
 - Increased flight activity due to airport expansion
 - Use of Crosswind Runway 13-31
 - Nighttime cargo activity
 - Relocation impacts [housing shortage, loss of Homestead Exemptions, etc.]
- Mitigation policies
 - Fee simple acquisition
 - Sound insulation
- Options that mitigate financial consequences
 - Easement Purchases
 - Direct compensation for property devaluation
- Abatement Procedures
 - Consider 2004 baselines and 2012 conditions with implementation of south runway
 - Air traffic control/operational measures
 - Runway use programs
 - New technologies – GPS/FMS
 - Construction/alteration of facilities
 - Innovative measures implemented at other airports
- Public Involvement

- Broward County Commission Briefings
- Public Information Workshop/Public Hearing
- Jurisdictional Information Meetings

Mr. Pollock noted that the rendering of the 60 DNL did not include the south runway extension; Mr. Bernhardt said that rendering was of 2004 contours. They could not yet show the public the 2012 contours because these were only recently released by the FAA.

Mr. Pollock asked if 80% of the time the south runway would be used for takeoffs and the north runway would be used for landings. Mr. Bernhardt confirmed this, and explained that the FAA's contours did not assume Interlocal Agreements' runway use restrictions. Removal of restrictions on the south runway were based on mitigating impacts of that runway's use. Since the County was agreeing to provide mitigation beyond the 65 DNL, the FAA was assuming that mitigation would be provided, and supplied a contour utilizing the runways to maximum efficiency.

Mr. Scerbo asked if they had considered how new engine developments would affect the contours. Mr. Bernhardt explained that the contours were derived from FAA forecasts. The contours were the same as those being used in the EIS process. Mr. Bernhardt stated that the fleet mix in 2012 would not differ significantly from the present mix.

Mr. Michael Natale, Southwest Coalition, asked why there was no sound contour for the crosswind runway. Mr. Bernhardt explained that the contour represented annual averages. Since 1331 was rarely used, only a small portion of the contour was associated with it. In the future, it was assumed that 1331 would cease being used when the south runway was implemented. Mr. Bernhardt noted that some EIS process scenarios included maintaining 1331, but consultants were focusing on the County's preferred project, including the extension of the south runway and the closure of 1331.

Mr. Bernhardt explained that the draft EIS would be presented to the County at the end of the year; the FAA would then decide which version had the least environmental impact. The County would then decide whether to go ahead with the FAA's recommendation or not.

Mr. Ted Baldwin, Harris Miller Miller and Hanson, asked Mr. Bernhardt how formally the County would adopt the 60 DNL as the land use compatibility criteria. He wondered if the County would "look for local jurisdictions or also in unincorporated Broward County to control land use within the 60." Mr. Bernhardt said they were presenting the County with the pros and cons of each. He felt the direction the County was going was "mitigation that's going to be provided out to the 60 will not be the same in magnitude as what's being proposed in the 65." Mr. Bernhardt did not feel they would see the County controlling land use out to the 60 in the study.

Mr. Bernhardt confirmed that the FAA would not fund measures beyond the 65; this was why they had prepared two documents, one with and one without the measures that would probably not be covered by the FAA and would require County and/or Airport funding.

Mr. Allan Siegel, Broward County Aviation Department, distributed copies of the FAA/BCBCC Workshop Environmental Impact Statement.

3. Presentation: AOA Driver Awards

[This item was taken out of order]

Ms. Bennett explained that this award was for drivers who had been with FXE for five or more years with no surface incidents or vehicle deviations. There were four recipients this year:

- James Lepinski: Professional Flight Training
- Khaled Awaad: Personal Jet
- John Krauss: AOG
- Andrew Snyder: Banyan Air Service

Mr. Aston noted that the companies for whom the recipients worked encouraged safety.

4. Sheltair Parcels 4, 5, 22, and O - Construction Payment and Performance Agreement

Ms. Bennett explained that Holland Sheltair Aviation Group leased Parcels 4, 5, 22, and O at the Airport. The Ground Leases included requirements for Sheltair to construct improvements totaling approximately \$11 million dollars within the first 3 years.

The leases also required payment and a performance bond pursuant to Chapter 255.05 of Florida Statute. Chapter 255.05 also contained a provision that in lieu of a payment and performance bond, some other assurance must be given that the improvements would be funded. Sheltair and the City Attorney's Office had executed an agreement that would satisfy the requirements of Section 255.05.

This Agreement would provide for the deposit of 110% of the expected remaining construction costs with a trustee bank, and these funds would be segregated for the FXE projects. The cash amounts would always equal at least 110% of the remaining construction costs.

Staff Recommendation:

Staff recommended approval of the Construction Payment and Performance Agreement as negotiated by the City Attorney's Office.

Motion was made by Mr. Pollock and seconded by Mr. Scerbo to approve the staff recommendation. In a voice vote, motion passed unanimously.

5. JPA Perimeter Road and Drainage Improvements – Supplemental

Mr. Cervasio reminded the Board that at their January 2003 meeting, the Aviation Advisory Board unanimously endorsed a staff recommendation for the City to enter into a Joint Participation Agreement with the Florida Department of Transportation to accept \$320,000 in grant funding for 80% of the costs of some perimeter road improvements on the east side of the airport. This was subsequently approved by the City Commission on April 3, and the agreement was signed on June 24, 2003.

Mr. Cervasio continued that Staff had since identified additional areas requiring improvements on the east side of the airport. These improvements include the removal of some pavement just east of the Airport Maintenance Building. The FDOT had concurred with revising the scope of the project but required that the project description on the agreement be amended to include the drainage work. The State had initiated a Supplemental Joint Participation Agreement (SJPA) amending the project description to read "Perimeter Road Improvements and Drainage Improvements".

Mr. Cervasio informed the Board that the change would not affect the funding obligations of the State or the Airport from \$320,000 and \$80,000 respectively.

Staff Recommendation:

Staff recommended that the City approve the Supplemental Joint Participation Agreement amending this project description to include "Drainage Improvements".

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

6. Runway 13/31 Contract Award

Mr. Blanco explained that this project was for the milling and resurfacing of Runway 13-31 and construction of blast pads at either end of the runway. The project was bid on April 18, 2006 and a total of four (4) bids were received, the lowest being the one from General Asphalt Company for \$ 2,180,311.00

Mr. Blanco continued that staff had reviewed the bid with respect to the engineer's estimate and the other competitive bids and found the unit prices and reference checks on this company to be satisfactory.

Mr. Blanco explained to Mr. Scerbo that General Asphalt had done two prior projects at the airport and had done a very good job.

Staff Recommendation:

Staff recommended award of the contract to the low responsive bidder, General Asphalt Co. Inc., of Miami, in the amount of \$2,180,311.00, and that the contract be recommended to the City Commission.

Motion was made by Mr. Pollock and seconded by Ms. McDonald to approve the staff recommendation. In a voice vote, motion passed unanimously.

7. Parcel 8A-B Lease with Specialty Restaurants Corp. - Lease Default

Ms. Bennett informed the Board that it had come to her attention that the property leased to Specialty Restaurants and subleased by The Landings Group was being used in a manner not in compliance with the lease. They were using the restaurant as a nightclub and as a venue for promoted concert events. These uses were not consistent with a "first class" restaurant as approved in the Lease and were not expressly authorized to take place on the premises.

Staff had met with the subtenant, who had made efforts to curb the promoted events, but not the nightclub use, so the City had begun a default process. Staff therefore wanted to recommend to the AAB and the City Commission that legal action be pursued to evict the tenant: Specialty Restaurants.

Staff Recommendation:

Staff recommended that the City of Fort Lauderdale pursue legal action to evict Specialty Restaurants Corporation in accordance with the terms of their Lease for Parcel 8A-B.

Ms. Bennett explained to Mr. Aston that the nightclub activity included musical entertainment and alcohol sales. The lease required use of the property to be restricted to "first class restaurant" only. The subtenant had indicated they felt the restaurant alone was not profitable and had therefore initiated the nightclub activity. Ms. Bennett informed the Board that a neighboring tenant had complained of the use in February, but she suspected the activity had begun prior to that. Ms. Bennett felt that the situation was a combination of the subtenant's interpretation of the law, and their unwillingness to follow it. Unfortunately, Staff was not aware that the City had given the subtenant licenses for after-hours activities and entertainment.

Mr. Pollock said he had mixed emotions on this situation. He asked if there were problems with the nightclub activity, not just the special events. Ms. Bennett said the most pressing

concerns were the promoted concerts. These had drawn large, volatile crowds and were a serious concern. There were also safety issues with the nightclub activity. Ultimately, the issue went back to the lease. The use was approved as a restaurant, with more casual dining available on the outdoor patio.

Ms. Bennett explained to Mr. Pollock that safety concerns included fights inside the nightclub, gunplay, and injuries to employees. Mr. Aston felt the safety concerns were warranted, and asked if other forms of redress had been attempted unsuccessfully, and the landlord was now the "court of last resort." Ms. Bennett said the Police Department had been very involved in the activities, but the City was additionally concerned with the lease violation.

Ms. Bennett confirmed that they had spoken to the City Attorney about the subtenant's ability to obtain those licenses for the unpermitted use. They had devised a method for aviation properties by which they were flagged when a tenant applied for an occupational license; since this property was split for aviation/restaurant use, it had not been part of this process.

Mr. Pollock worried that the restaurant might sit empty again. Ms. Bennett remarked that perhaps Specialty Restaurants could present plans for an alternative use.

Motion was made by Mr. Scerbo and seconded by Mr. Aston to approve the staff recommendation. In a voice vote, motion passed unanimously.

8. Walk-on Item - Helistop Repair Contract Award

Mr. Blanco explained that the AAB had approved the task order for the design and bid process for replacement of the eastern stairs at the Helistop. One bid had been received, from MBR Construction Inc., for \$676,382. This was substantially higher than the consultant's estimate, so Staff had requested an independent estimate and re-bid. MBR's second bid was \$725,750, which was still 20% over the revised estimate.

The City had negotiated with MBR to reduce the cost for the project by \$130,000 through the following:

- MBR will reduce field coordination costs
- MBR may reduce the price for several minor items
- FXE will delete the replacement of the security enclosure and access gate on the western stairs

Mr. Blanco explained to Mr. Aston that deletion of the safety enclosure replacement accounted for a \$113,000 savings. Upon close inspection, they had determined that the enclosure was not as damaged as the staircase; the enclosure would be repainted and kept for a while. Mr. Blanco said MBR had done a lot of work for the City and came highly recommended.

Mr. Blanco said the project would probably begin in October and be completed in November. He noted that the bid included any cost increases in stainless steel.

Staff Recommendation:

Staff recommended award of the contract to the low bidder: MBR Construction, Inc. of Fort Lauderdale Florida in the amount of \$725,750 with the opportunity to negotiate approximately \$130,000 in savings as outlined above and that the contract be recommended to the City Commission for award.

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

Update Items

A. Noise Compatibility Program

Noise Abatement Procedures:

Ms. Deardorff explained that the upgrade to ANOMS 8 had given them the ability to identify more aircraft; increasing aircraft counts for noise program statistics. They had revised their report methods with improved report-generating capabilities as well. Ms. Deardorff remarked that this additional data would provide a greater degree of accuracy in the jet counts.

Request Letter to Congressman and Senators:

Ms. Deardorff reported that Staff had prepared a letter that would be mailed to area residents, asking them to forward it to Congressional and Senate representatives, requesting that the FAA extend the hours of the I-95 Turn to the greatest possible extent. The purpose of the letter was to have the FAA extend the hours of the I-95 Turn, and to phase-out older, noisier Stage 2 jets weighing less than 75,000 pounds.

PASSUR Portal Pulse and Mode S Services:

Ms. Deardorff informed the Board that they had recently extended the use of the PASSUR data to the U.S. Customs Office so that they could identify inbound aircraft to FXE only. With this data, the Inspectors would be better able to anticipate and prepare for inbound aircraft, increasing their efficiency.

Nighttime and I-95 Turn:

Ms. Deardorff reported that in April 2006, there were no straight-out jet departures and no stage-one jet departures at night. Of the 36 that did fly the I-95 Turn at night, only 3 were stage-two. During the month, there were no noise events over 80 dB at night.

Mr. Pollock wondered if the FAA would phase out the stage-2 jets; perhaps they should concentrate on the I-95 turn. Ms. Bennett assured him that Staff was continuing to work on the I-95 Turn. This letter campaign was in response to a request from the community.

Mr. Aston asked how Staff was progressing with identifying operators responsible for noise issues. Ms. Bennett said Ms. Deardorff and Mr. Jakimowski had been "stalking" certain aircraft on the field, and their efforts were paying off. Mr. Jakimowski explained that three of the operators were based at FXE, and they were willing to adjust procedures to reduce noise. They had reduced their decibels levels from 89 to 82.

Mr. Baldwin said his company had helped design the Partnership for Quieter Skies program that FLL would implement. He noted that the process was like that at FXE: they would work with individual operators to gain voluntary participation.

B. Development and Construction

Mr. James said the drainage project would commence on May 30th. The project was estimated to take 50 days. He agreed to provide the Board with updates.

C. Arrearages

There were no arrearages to report.

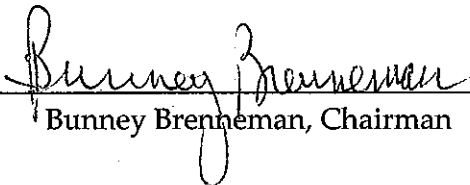
D. FLL Update

Mr. Pollock said the marketing of the airport had been pulled back pending the decision process. Mr. Pollock reported that had heard many complaints regarding Customs and Immigration delays.

Mr. Pollock informed the Board that the Clean Airport Partnership would issue their initial white paper soon, but Steve Howard had already reported that FLL was a "very green airport" compared to many others.

Chair Brenneman reminded the Board that the next Aviation Advisory Board meeting would be held Thursday June 22, 2006 at 1:30 pm.

There being no further business before the Board, the meeting adjourned at 3:15 p.m.


Bunney Brenneman, Chairman

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.